

Crash Tests

New Car Safety

Dodge Caliber

03/2007 on 01/0001 - Frontal+Side

Overall Evaluation



Overall Score
Variant: Sedan

29.14 out of 37
Engine: 2 litre diesel
Category: Medium Car

The diesel left-hand-drive European model was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

The tested model of Dodge Caliber was introduced in Australia during 2007. Dual front airbags and head-protecting side curtain airbags are standard equipment. Antilock brakes (ABS) with electronic brake distribution (EBD) are also standard. Electronic stability control (ESC) is standard on the diesel and R/T variants and optional on the others. .

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

Overall Evaluation: 4

4 stars. The Caliber scored 11.14 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious leg injury was marginal for the driver and passenger.

The vehicle scored 16 out of 16 in the side impact crash test and a further two points in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 3 pts, chest 3.25 pts, upper legs 2 pts, lower legs 2.89 pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 67 mm and upwards 18 mm. The steering wheel hub moved 41mm forward, 9mm upward and 4mm sideways. The front ("A") pillar moved 6 mm rearwards. All doors remained closed during the crash and could be opened with normal effort after the crash.

The driver and passenger airbags did not prevent contact with the steering wheel and dash respectively. Steering column and dash components were a potential source of injury for the driver's knees. Dash components were a hazard for the passenger's knees.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4 pts, chest 4 pts, abdomen 4 pts, pelvis 4 pts.

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

Pedestrian rating (v4.1)



Child head impacts	4.14
Adult head impacts	0.56
Upper leg impacts	Zero
Lower leg impacts	Zero
Total (out of 36)	4.70

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1) Driver
	Driver	Passn	
Head			
- HIC	372	328	33
- Acceleration (g for 3ms)	49.1	41.4	18.4
Neck			
- Shear (kN)	0.33	0.32	
- Tension (kN)	1.52	0.84	
- Extension (Nm)	14.7	13.4	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	27.23	25.7	12.51
- Viscous Criterion (m/s)	0.09	0.09	0.08
Abdomen			
- Force (kN)			0.8
Pelvis			
- Force (kN)			1.17
Upper Legs Force (kN)			
- Left	0.81	2.14	
- Right	1.15	0.96	
Knee Displacement (kN)			
- Left	0	0.3	
- Right	0	0	
Lower Legs Force (kN)			
- Left	2.57	1.7	
- Right	2.11	2.01	
Index (Upper Lower)			
- Left	0.52 0.49	0.11 0.33	
- Right	0.43 0.65	0.23 0.2	

Bonus points (maximum 5)

Pole Test: 2 points
Seat Belt Reminders: None eligible

Modifiers for offset test scores

Head	Airbag bottomed out	1 pt deduction Drv & Pass
Chest		No deduction
Upper leg	Variable & Conc. loading for driver & passenger	2 pt deduction L & R
Lower leg		No deduction
Foot score		4 points
Structure		

Modifiers for side impact test scores

Head		
Chest		No deduction
Upper leg		
Lower leg		
Foot score		
Structure		



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New Car Assessment Program
PO Box 1555
Canberra ACT Australia 2601